

Collisions by Number of Units Involved

While collisions involving a single vehicle occur less frequently than collisions involving multiple vehicles, the resulting injuries are often more severe. Single-vehicle collisions were 2.8 times as likely to result in a fatality as multiple-vehicle collisions were in 2006. Table 6 shows the number of collisions and injuries involving both single and multiple vehicles by the severity of the collision and injury. Multiple-vehicle collisions include collisions between more than one motorized vehicle and collisions between a motor vehicle and a pedestrian, bicyclist, train, or equestrian.

Table 6 Collisions and Injuries by Number of Vehicles Involved: 2006				
Type of Collision	Single Vehicle		Multiple Vehicles	
	Collisions	Injuries	Collisions	Injuries
Fatal	139	149	100	118
Serious Injury	553	687	740	1,002
Visible Injury	1,149	1,551	1,912	2,736
Possible Injury	1,388	1,972	3,794	6,002
Property Damage	4,899		9,551	
Total	8,128	4,359	16,097	9,858

In 2006, single-vehicle collisions represented only 34% of all collisions, yet accounted for 58% of all fatal collisions. Of the 139 fatal single-vehicle collisions, 117 (84%) occurred on rural roadways.

Of the 100 multiple-vehicle fatal collisions, 8 involved a pedestrian, 2 involved a bicyclist, 1 involved an equestrian, and 2 involved trains. Only 36% of all fatal collisions involved two or more motor vehicles. Of the 100 fatal multiple-vehicle collisions, 60 (or 60%) occurred on rural roadways.

Figures 2 and 3, on the following page, show the most prevalent contributing circumstances for single- and multiple-vehicle collisions. The “all other contributing circumstances” category combines the remaining contributing circumstances, i.e., contributing circumstances with percentages less than 2%. Contributing circumstances of none, not applicable and unknown were excluded from the total.

Speed played the biggest role in single-vehicle collisions, contributing to nearly 1 out of every 3 collisions. Speed also contributed to 7% of all multiple-vehicle collisions.

Inattention/distraction was the most prevalent contributing circumstance for multiple vehicle collisions and the second most prevalent for single-vehicle collisions. Inattention/distraction contributed to 1 out of every 4 collisions involving two or more vehicles and 1 out of every 5 collisions involving a single vehicle. Fail to yield was the second most prevalent contributing circumstance for multiple vehicle collisions, contributing to more than 1 out of every 5 multiple vehicle crashes.

Impaired driving contributed to 11% of single vehicle crashes and 4% of multiple vehicle crashes.

Figure 3
Single-Vehicle Collisions – Contributing Circumstances: 2006

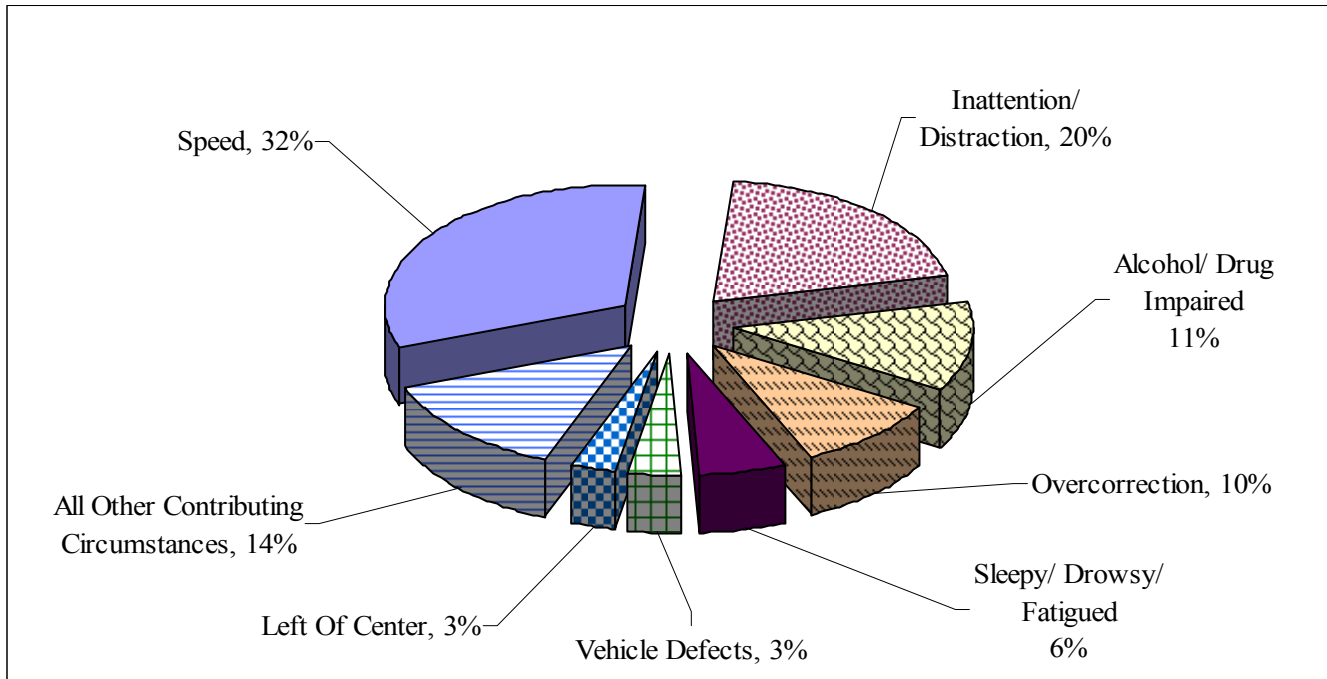


Figure 4
Multiple-Vehicle Collisions – Contributing Circumstances: 2006

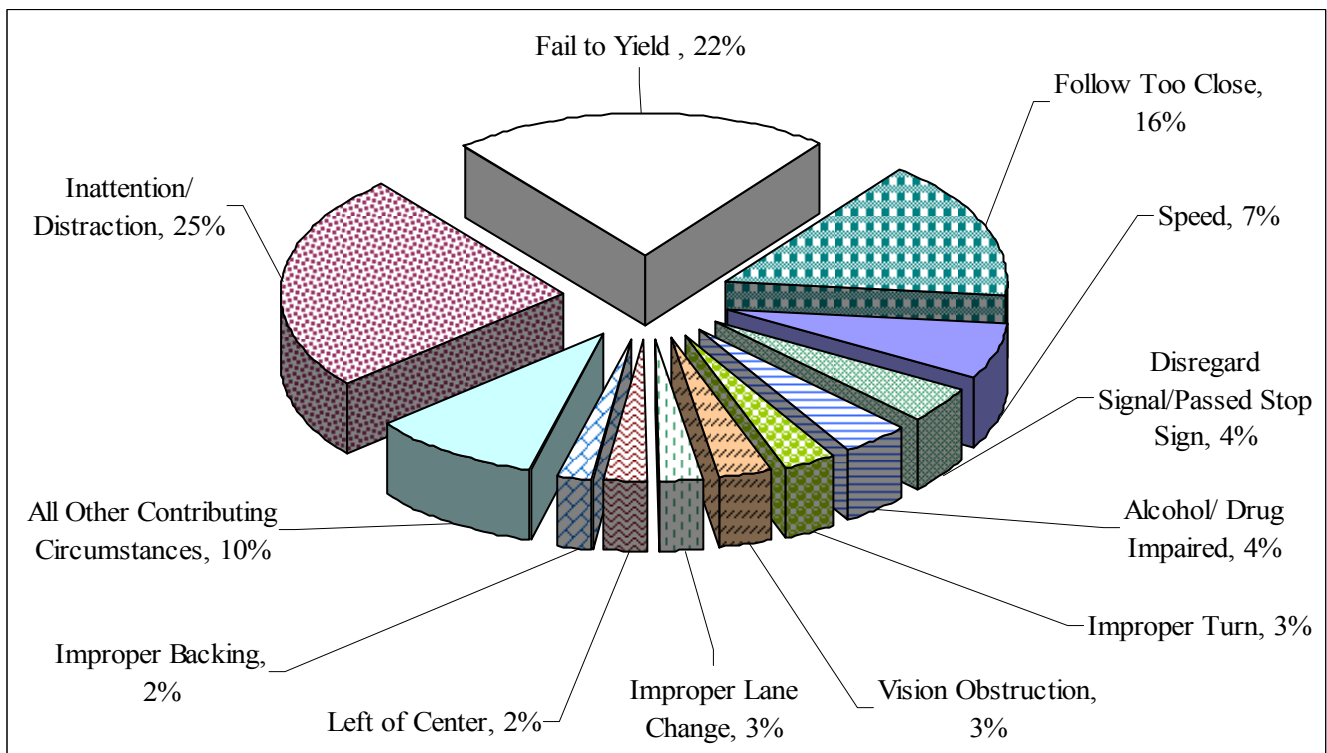


Table 7 shows the most harmful events for fatal single- and multiple-vehicle collisions.

<p>Table 7 Most Harmful Events for Fatal Collisions Involving Single and Multiple Vehicles : 2006</p>	
Single-Vehicle Collisions	Multiple-Vehicle Collisions*
Overturn (66.2%)	Angle (25.8%)
Immersion (7.9%)	Head On (23.9%)
Tree (5.8%)	Angle - Turning (9.1%)
Embankment (2.9%)	Pedestrian (7.7%)
Fell / Pushed / Jumped (2.9%)	Rear End (7.7%)
Other Object - Fixed (2.2%)	Head On - Turning (5.7%)
Utility Pole/ Light Support (2.2%)	Side Swiped Opposite (3.3%)
Wild Animal (2.2%)	Overturn (2.9%)
Guardrail Face (1.4%)	Fire (2.4%)
Bridge Pier/Parapet End (1.4%)	Same Direction - Turning (2.4%)
Ditch (0.7%)	Parked Vehicle (1.9%)
Domestic Animal (0.7%)	Bicyclist (1.9%)
Fence (0.7%)	Train (1.9%)
Guardrail End (0.7%)	Other (1.4%)
Other Object - Not Fixed (0.7%)	Guardrail Face (1.0%)
Other (0.7%)	Ditch (0.5%)
Overpass (0.7%)	Side Swiped - Same Direction (0.5%)
<p>*The percentages represent the number of vehicles the most harmful event was attributed to. Multiple vehicles involved in a single collision may not have the same most harmful event. In 2006, there were 209 units involved in the 100 fatal multiple vehicle collisions.</p>	

Overturn was the leading most harmful event for fatal single-vehicle collisions. Single-vehicle rollovers accounted for 66% of the single vehicle fatalities and 37% of all fatalities in 2006.

Of the 99 people killed in single-vehicle rollovers, 27 (or 27%) were wearing seat belts. Of the 71 people who were killed in single-vehicle rollovers and not wearing a seat belt, 66 (or 93%) were totally or partially ejected from their vehicle. There was one occupant with unknown seat belt use.